

Appendix I

Correspondence with Moanakai Road Residents and Property Owners

SAMPLE LETTER SENT TO
MOANAKAI ROAD RESIDENTS/
PROPERTY OWNERS



KIMURA INTERNATIONAL

Monday, July 26, 2004

Moanakai Road
Kapa'a, HI 96746

**Bike/Pedestrian Path from Lydgate Park to Kapa'a (Waika'ea Canal)
Proposed Changes on Moanakai Road**

Dear Ms. Andrade:

Our firm has been contracted by the County of Kaua'i to assist in planning a bike and pedestrian path from Lydgate Park to Waika'ea Canal in Kapa'a. We developed three alternatives for the pathway, including two that traverse Moanakai Road. If the path is built on Moanakai, it will affect the operations and appearance of the roadway. Therefore, we want to inform you of this project and solicit feedback and comments from you.

Project Description

The path is part of a longer corridor for non-motorized travel on the east side of the island. Paths have been completed at Lydgate Park and detailed design for the Kapa'a-Keālia segment will soon get underway. The segment we're planning is the third phase. It will start at a cul-de-sac mauka of Aloha Beach Resort, then head northward, crossing the Wailua River via a cantilevered structure attached to the existing cane haul bridge or a new bridge on the makai side of the existing cane haul bridge. The project will end at the footbridge over Waika'ea Canal, where it will connect to the Kapa'a-Keālia segment.

The bike-pedestrian path will be 10 to 12 feet wide and allow movement in both directions. It is intended to accommodate a wide variety of users; however, motorized vehicles will not be allowed with the exception of motorized wheelchairs, emergency vehicles, and maintenance vehicles.

Because the right-of-way on Moanakai Road is limited in width, we are proposing that vehicular traffic be restricted to one direction only. One-way travel would begin on Keaka Road (makai of Niulani Street), and on Moanakai Road between Keaka Road to Panihi Road. Based on a preliminary examination of roadway conditions, we are proposing that the one-way flow be in the northbound direction (toward Lihi Park). The cross streets—Keaka (mauka of Niulani), Makaha, and Panihi—would remain two-way roads. Two-way traffic would also be allowed on the north end of Moanakai (between Panihi Road and the

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park). With these changes, motorists coming from Lihi Park or the boat ramp would be required to turn right on Panihi Road in order to get to Kūhiō Highway.

As presently conceived, the path would be located on the makai side of Moanakai Road, closest to the seawall. A parking strip would be located next to the path, although it is proposed that the path be raised about six inches from the roadway to prevent cars from parking on the path. The travel lane would be located on the mauka side of the road, closest to residences. We do not foresee a need to remove the trees on the makai side of the road; however, during the more detailed design and engineering phase of the project, the County may decide to relocate or replace the trees, or alter the landscaping scheme.

In addition to an improved coastal pathway, the proposed changes are expected to slow down traffic on Moanakai and reduce through traffic by motorists looking for a short-cut.

Construction on this project could begin as early as Spring 2005. The entire project is estimated to require a construction period of 2-3 years; however, the Moanakai Road section would be significantly shorter in duration. It will be funded by Federal transportation funds (80%) and a County match (20%). The path will be owned, operated, and maintained by the County.

I have enclosed two maps: one showing all of the proposed alignments and one focusing on the Moanakai Road area. Also included is a cross-section of the path. These graphics are from the Draft Environmental Assessment for the Lydgate Park-Kapa'a Bike/Pedestrian Path. More extensive discussions of various environmental impacts are contained in this document, which can be found at the Kapa'a Public Library.

I invite you to write or call us with comments or concerns about this project, for example, about the preferred direction of one-way travel. We welcome your suggestions based on knowledge of and experience in this area. You may contact us by regular mail at 1600 Kapiolani Boulevard, Suite 1610, Honolulu, HI 96814 or by e-mail at projects@kimurainternational.com. If you would like to discuss this project further, please call Herb Lee, community liaison, at (808) 262-3261.

Sincerely,
KIMURA INTERNATIONAL, INC.



Glenn T. Kimura
President

Enclosures

Cc: Douglas Haigh, County of Kauai, Department of Public Works

From: HERB LEE [LEE3COM@hawaii.rr.com]
Sent: Friday, August 06, 2004 3:30 PM
To: Bal, Dileep (DHS-CDIC);
Cc:
Subject: Re: Comments via Phone call

Aloha Dr. Bal. Mahalo for your email and concern. We will make sure that your concerns are forwarded to the County of Kauai.
Herb.

----- Original Message -----

From: Bal, Dileep (DHS-CDIC)
To: HERB LEE ; Glenn Kimura ; nancy nishikawa

Subject: RE: Comments via Phone call

Dear Mr. Lee,

You summarized my concerns very well indeed, for which I thank you. The reason for my sending you an e-mail from here today is because our e-mail at home is down and I understand that you need a response today to meet the input deadline. Thus given the fact that this is a rather hurried note, it will be rather brief.

To begin with, while you captured the essence of my concerns, you did not adequately represent the degree of our anxiety, which I believe represents not only my family's viewpoint but that of several of our neighbors. Frankly our main concerns center around the potential plummeting of property values and the loss of the precious quiet rural atmosphere of that neighborhood, which will be irretrievably lost with your proposal. These potential catastrophic changes are of grave concern to me, our family & our neighbors. As it is a few older fishermen, sit outside our house & quietly fish peacefully, which is great. This discourages the sort of rowdy elements who come there & drink and carouse when the fishermen are absent. Thus, you would in effect encourage this latter group by making this a thoroughfare & creating a parking area that encourages loitering.

Our strong first preference is to leave this quiet three block neighborhood the way it has been for decades, and build the road on the mauka side of Kuhio highway. The potential impact on the mauka side will not affect a residential neighborhood adversely as your existent proposal would. If that is not possible, please **AT THE VERY LEAST, REMOVE THE PARKING LANE**, and just leave a one-way street & bike path. Moreover the road in front of our house is not wide enough to accommodate even two let alone three lanes. The lane closest to the ocean would be a potential liability because of the possibility of bicyclists falling over the 4-foot drop on that side. Overall you need to look at the legal implications of this proposal very carefully.

I thank you Mr. Lee for your courtesy in permitting this input, and sincerely hope you & Kimura International will represent to the Mayor & Council, the nature & gravity of our serious concerns.

With Best Wishes,

Dileep G. Bal, MD
Chief, Cancer Control Branch
California Department of Health Services

8/6/2004

William J. Fernandez, Judge ret.

Glen T. Kimura, President
Kimura International
1600 Kapiolani Boulevard Ste. 1610
Honolulu, HI 96814

Dear Sir,

I am in receipt of your July 26 letter regarding a Bike/Pedestrian path from Lydgate to Waika'ea Canal. Thank you for the information.

You requested comments and let me relate mine to you. I have lived adjacent to Moanakai Road for more than 70 years. At one time the roadway area of Moanakai Road was bordered by a stand of pine trees three deep and of a width in excess of ten feet.

Over the years the pine trees have been removed or lost and the ocean has eroded the sand border of Moanakai. Presently, no trees are growing adjacent to the sea at my home at 1033 Moanakai. The county has done some re-planting, which has been mostly eliminated.

With the sea surges, the sand buttressing the rock wall in front of our home is eroding. There are observable gaps in the existing sandy non-asphalt surface. I think in twenty years the road could be washed away.

Presently, there are cars that are parked adjacent to the sea wall on a constant basis. I think the bike path and one lane road would in essence eliminate any on street parking adjacent to our home. This is most welcome.

My concern is the sea erosion in front of my home and the potential loss of vegetation, which is at my property line. I have believed that what saves our homes from the sea are the growing trees and vegetation that are present. I trust that in your design work, you will keep this erosion factor in mind. To fail to do so means that in another 25 years or so, the ocean may be at my doorstep.

Very truly yours,


William J. Fernandez